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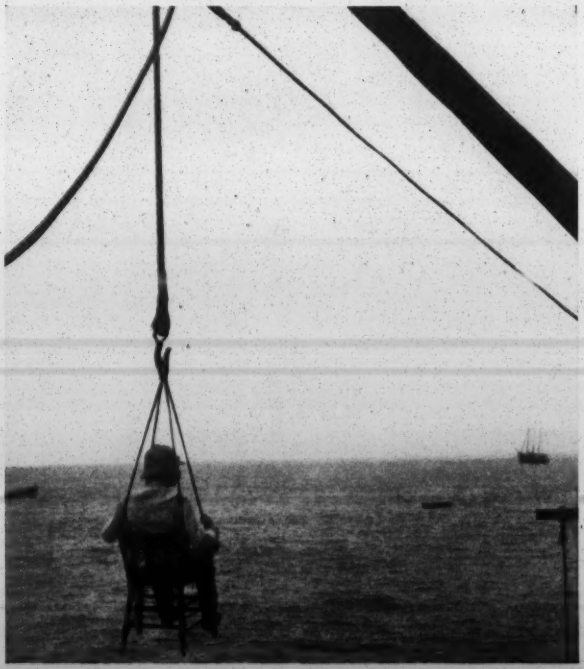

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HOW A TRAVELER DEBARKS TO LAND ON THE SHORE OF SALVADOR

(See Bulletin No. 3)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Leon: In Some Ways a Typical Mexican Town

WHAT is south of the Rio Grande?

That is an all-important question to Americans at present. American newspapers have been reporting small uprisings in various cities of Mexico, among them Leon.

In some ways Leon is typical of many Mexican cities. It is the fifth largest city of the republic and a manufacturing center. The city's full name is Leon de los Aldamas. It is on the main line of the railroad from Mexico City to El Paso, Texas, and has a population of 58,000. It is 250 miles northwest of Mexico City and therefore lies in the famous Mexican highlands where altitude counteracts latitude. A region one might expect to be steamingly tropical or a hot desert has been elevated to a temperate zone climate. It is not uncommon to see barley being sown in one field while it is being reaped in the next.

Leon's Textile Mills Use New England Machinery

Leon lies in such a fertile valley that agriculture easily holds its own against the competing demands of mining and manufacturing. Irrigation, however, is both necessary and picturesque. The fertile valley round about is dotted with small reservoirs mirroring the clear blue skies.

Citizens of Leon are proud of its industry. "We are not rich," they tell travelers, "but we are workers." They are proud of La Hormiga (The Ant), the largest tannery in Leon and probably the largest in Mexico. They grow enthusiastic over the cotton and woolen and silk mills using modern New England machinery. Yet large smoke-stacked factories are not to be seen, for two reasons. First, electric power is the free gift of mountain streams, and second, much of the manufacturing is done in the home. Bridles and saddles, for which Mexico is famous, are made at Leon. Their beauty lies in the tooling, the embroidery and the intricate silver work. This is a task for the craftsman. Like the artist in the Middle Ages, the craftsman in Leon works at his home.

Textile Mills of Leon Weave Different Garments

Leon's extensive tanneries, cotton and woolen mills, and other manufactories are close to the mountain stream which runs through the town. Gomez, the river is called, and when its waters break loose, as they do sometimes, a flood rushes through the heart of what has been called "the happiest and busiest city of Mexico." In the wash of floods the workmen's houses of adobe earth dissolve like lumps of sugar in hot tea.

Citizens of this industrial city cannot be held to account for not guarding against such a menace. After Leon had been swept, in 1888, by a flood in which 200 people were drowned, retaining walls and dikes more than a mile in length were built to protect the city. But these walls could not cope with a recent flood.

Names of the garments made in Leon are new to the average American. Different fashions reign, so there is the serape, the robozo, the manta, and the poncho. The robozo is the peon woman's equivalent of the expensive mantilla, or lacy scarf, of the upper classes. The manta is the white cotton garment worn by

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DRYING AND SACKING COFFEE ON A SALVADOR PLANTATION

Coffee, the leading agricultural crop, comprises more than three-fourths of the total exports of the country. Other products are sugar-cane, indigo, cacao (source of cocoa and chocolate), rubber, balsam, tobacco and rice (see Bulletin No. 1).

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Argentina's Rosario, Envy of American Wheat Growers

MENTIONED many times in the official and unofficial discussions of deepening the St. Lawrence River is Rosario.

Backers of the St. Lawrence project point out Rosario's position on the edge of Argentina's wheat country. They say that ships can go direct to Rosario, take on wheat, and deliver it to Europe with minimum transportation charges. They see the St. Lawrence Canal providing similar service to the wheat-producing areas of the Central West and the Canadian Plains. With the dams raised and the Canal dug, enthusiasts declare, wheat boats from Liverpool could steam up the St. Lawrence to Duluth and Chicago, take on wheat, and deliver it in Europe almost as cheaply as Rosario does.

Just what is Rosario to Argentina?

Rosario has become the leading port for grain shipments in South America. It now stands second only to Montreal in the volume of grain dispatched from ports on the Atlantic seaboard of both North and South America.

Rosario Is Like a Service Station

Buenos Aires, the only metropolis of more than 2,000,000 population anywhere south of the Equator, puts Rosario in the shade. Rosario proclaims that it is premier port for Argentina's premier product, wheat. It calls itself the "Chicago of Argentina." But Buenos Aires could be cut up to make six cities the size of Rosario and there would still remain a suburb or so.

Yet Rosario's strategic position has brought 300,000 people to Rosario to join the 50,000 population there fifty years ago. Warehouses perch like so many tanks, on the edge of the steep cliff, 80 feet above the river. Ocean steamers come abreast and cut off their engines. A chute takes the place of a hose, and down the chute flows pungent grain wheat in bulk or in bags. Rosario can fill the hold of a 4,000-ton tramp steamer in five hours. The engines start and the boat moves away. Two hundred and forty-five miles down the La Plata River the tramp passes proud Buenos Aires as she carves the waves on a non-stop voyage to Liverpool or Rome.

Rosario is hidden from the traveler. If one approaches the city on a steamer journey, the very bluffs which have contributed so much to Rosario's prosperity screen the town. "Business is business" the wharves and warehouses seem to say. Once up the cliff the visitor finds the river advertisement not misleading. Approximately five hundred thousand square miles of rich farming country is tributary to Rosario. Therefore the 350,000 residents must be up and doing to meet the needs of 4,000,000 pampas people within the Rosario sphere. The city is an array of offices and homes. It has less decorative architecture than is found in many South American cities.

Belgian Electricity and British Water for the Residents

Inhabiting Rosario's busy streets is a cosmopolitan population. New York may have more Irish than Dublin and more Italians than Rome, but its majority is American. Paris is still French. Marseille may come nearest duplicating Rosario's complex collection of human beings. They are itemized as follows: French origin, 20 per cent; Uruguayan, 17 per cent; German, 16 per cent; Italian, 16 per cent;

laborers everywhere. The poncho and serape are woolen shawls which serve as overcoat, blanket or raincoat as the need arises.

The Romantic Street Cars of Leon

A belle of Leon is very particular that her father shall live somewhere on Leon's street car line. It isn't that she is concerned that her father have easy transportation back and forth to work. It isn't that she worries about bringing the family supplies home from market. Street cars in Leon are vehicles of romance. Despite the Hollywood "movies" the SENOR does not come on a prancing mustang to his SENORITA in this corner of Mexico. He comes by street car.

Courting is called "playing the bear" in Mexico. In most Mexican towns, if a young man has fixed his fancy on a girl he stands long hours before her house. Sometimes he follows her as she promenades, but at a respectful distance. If his attentions are encouraged, he receives an invitation to call with the family present during the visit. But in Leon the belles and beaux begin differently. The street car line in the city makes a loop. The young men, therefore, find it expedient to board a street car and ride past the houses of their beloved. Not once, but again and again and round and round. And as the car rolls along each watches his especial house for a signal. For the girls, of course, the custom introduces a delightful element of surprise. A girl never knows just when the street car will round the corner. She never knows whether the "bear" will be on that car. For the wooers of Leon it has this additional advantage—they get to see all the girls on the circuit.

Bulletin No. 1, January 31, 1927

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FROM BOAT TO MARKET BASKET IN HELSINGFORS

In brilliant skirt and smock, the fishwife is the most vivid of the colorful throng at the daily market. While the Finns are fishing their wives bring the catch to the market. It is especially exciting when the autumn sailing fleet comes in to sell provisions for the winter, and again on the day when the ice breaks up in the spring and the first vessel of the year steams in to the quays (see Bulletin No. 5).

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Salvador: Tiniest Nation of the New World Entertains "Good Will" Flyers

"WELCOME Americanos." The official representatives of Salvador were out in force to greet America's air ambassadors.

The "Americanos" had arrived in Salvador as no others ever had. In five planes they swooped down on Lake Ilopango and "taxied" to the shore. The American "Good Will Flyers," who are flying through Central America and around South America, climbed out and were received by the Salvador officials. They were taken to the capital, San Salvador, which is a few miles from the lake.

Salvador Has Had a Peaceful Record

El Salvador, whose name we of course shorten to "Salvador," is the smallest of the republics of Central America. It is, moreover, the smallest country, independent or dependent, on the mainland of either North or South America. But it is more densely populated than any other country on either continent. Measured by trade balances it is one of the most prosperous of the Central American republics.

Surrounding Salvador are neighbors whose governments have not been marked for their stability. But Salvador has led a comparatively peaceful existence in recent years. This is one factor in Salvador's prosperity. Thoughtful Salvadoreans also point out that, just as an individual's success is likely to be due more to "perspiration than to inspiration," so it is with nations. Salvador has gone on working hard year in and year out.

Students of trade can point to other factors promoting prosperity. Salvador is almost unique in its part of the world in having a fairly well-developed middle class made up of small farmers who cultivate their own little farms. Finally, Salvador has welcomed and protected foreign capital, which has created good transportation facilities and numerous thriving industries.

In looking over the showing that Salvador has made, it must be kept in mind that a considerable part of the Republic's 13,000 square miles is broken by mountains and even active volcanoes. Yet the population it supports is dense. If the same population rate were applied to the United States our census figures would show nearly 350,000,000 inhabitants.

Teacher Introduced Coffee Tree in Country

Little Salvador is tucked away on the Pacific side of the Central American isthmus. It is the only country between the North Pole and South America that does not touch both oceans.

Coffee is the most valuable Salvador product. Not a coffee tree existed there before 1840. Then a Brazilian school teacher, who had moved to Salvador, brought a tree from his own country. When this first tree was planted in the teacher's garden, according to enthusiastic Salvadoreans, the corner-stone of the national prosperity was laid. Now there are 100,000,000 trees in the republic. Coffee berries worth millions of dollars are shipped out annually, most of them to the United States.

The man on horseback, though a peaceful one, still exists in Salvador and even shapes railroad policy. Nearly every train has a stock car. The horseman often buys tickets for both himself and his mount.

Spanish, 10 per cent; and Argentine, 8 per cent. In addition there are Brazilians, English, Russians, Belgians and "several others."

The port development is a concession to a French company. The city's water is supplied by a British company. A Belgian corporation serves electricity to the population. Gas is under the direct control of a municipal organization. Of the eight railroads that make Rosario a transportation center, four are English, three French, and one Argentine owned.

In a recent year 1,217,000 tons of Argentine wheat, which is a factor in determining the price of American wheat, were shipped out of Rosario. That tonnage requires about 174 average size steamships. Wheat, however, is only one-third of Rosario's grain shipment story. Corn is another third.

Why the United States Ships Galvanized Steel to Rosario

Looming large in the city's imports is the odd item of galvanized iron sheets. Argentina suffers enormously from the grasshopper plague, and steel sheets, imported chiefly from the United States, are her barrier against insect hordes. Coming out of the tropical north, locusts advance south with the summer. Their ranks increase as they move. Bible descriptions of locust plagues are not overdrawn, witnesses say. Most destructive are the young grasshoppers which crawl but do not fly. It is against the crawling young that the sheet steel barriers are erected. Millions of the insects are turned aside into pits, where they are destroyed. Argentina spends more than $5,000,000 annually fighting grasshoppers. Its Department of Agriculture has enough sheet steel to make a barrier all the way around the world.

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ENTRANCE TO THE WELLAND CANAL, ONTARIO

Much grain finds its way out to Europe by boat through the Great Lakes and down the St. Lawrence River even now, but steamers making their way from Lake Erie to Montreal must take not more than 14 feet of water. The Welland Canal is being reconstructed to a 30-foot depth which will permit big grain boats to pass around Niagara Falls through Lake Ontario to the head of navigation on the St. Lawrence River.

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Karachi: Aerial Gateway to India

TWO AIRPLANES arrived at Karachi in westernmost India a few days ago. Airplanes have arrived in Karachi before; Sir Ross Smith landed there on his historic flight to Australia, and Sir Alan Cobham's plane called there on a similar journey.

But these two airplanes were hailed by all Karachi because they inaugurated commercial service between Cairo on the Nile and the metropolis at the mouths of the Indus. Karachi is fulfilling very soon Sir Ross Smith's prediction that it would be "the aerial gateway to India."

Because this great port city of northwest India is modern, clean, and busy, its fame has suffered. Most writers turn elsewhere for their local color. They dismiss Karachi with a broadside of statistics. Yet Karachi is the sort of place where one may sit and watch much of India go by.

The Passing Show of Karachi

Consider the Karachi Zoo, for example. It houses specimens of the strange animals of India. But, as one traveler remarked, it must be the most interesting zoo in the world—for the animals. They can watch the passing show of the Sind merchant with his pill-box hat, the Parsi maid with sari (robe-like garment of Hindu women) in delicate pastel shade and lace curtain under-waist, and the Baluchi swain with corkscrew curls.

One of the newest and biggest buildings in the city is wholly devoted to a display of American automobiles and American phonographs. And another newer business building is the Serai—a mammoth establishment for caravan camels, their drivers, and their carts. For in Karachi the ungainly camel has been subjected to a great indignity. He has been hitched to a vehicle. Since his hump rises far above the wagon top, the beast seems all out of proportion to his burden.

Geographically, Karachi is one of the most significant cities of India. It is port of entry for modern ways and modern machinery which are steadily advancing into the Punjab region of India. Railways, as well as rivers, are routes for the ever-growing flow of trade into the region. Canals spread the Indus waters over a fertile area to increase the products which come to the world through Karachi.

A grass plot in Karachi is a flower patch. Grass, just plain grass, is about the most expensive flower the city affords. It is prized by the English resident because it is a reminder of the countryside of old England. Grass is the one touch of green against the dun-gray desert.

Karachi a Rival of Bombay

One typical sight of Karachi is the crocodile, which is growing more rare in India. Over at the Mugger pier the visitors from the West watch these slothful slimy creatures, which are protected and fed regularly.

To the casual visitor Karachi does present broad, clean streets, square, monotonous houses, a new drydock, and a western bustle around the water-front. It is fast gaining on Bombay in volume of its shipping because it is the shortest route from the Punjab and Central Asia to the outside world. Karachi lies nearly 500 miles by sea northwest of Bombay and about twice as far by rail.

Membership in The National Geographic Society

TEACHERS constantly inquire about membership in the National Geographic Society, and the procedure necessary to obtain the *National Geographic Magazine*, so highly valued in schools, and The Society's maps and panoramas which also go to members.

The National Geographic Society is an altruistic, non-commercial, educational institution, in which membership is acquired only through nomination by persons who already are members. The Society is supported entirely by the dues of its members, and these dues are devoted wholly to issuance of *The Geographic* and other publications which members receive, and to The Society's scientific expeditions and educational work, such as that represented by its GEOGRAPHIC NEWS BULLETINS and Pictorial Geography sets.

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Oesel and Dagö: Keys to the Gulf of Finland

LAST FALL came news of a number of vessels imprisoned in the ice in the Gulf of Finland. On the heels of that news there appears a proposal by German shipowners to establish an ice patrol ship in the Gulf to post warnings to vessels.

Such a patrol ship, the German skippers point out, will be able to give warnings to vessels going in and out to the ports of Helsingfors, capital of Finland, and of Leningrad, once the capital of Russia. The importance of the Gulf of Finland trade has been recognized by Great Britain. Not long ago the British leased from Esthonia the Islands of Dagö and Oesel, which are the "keys to the Gulf of Finland."

Oesel, the larger and more important of the two, has an area of 1,010 square miles and 65,000 inhabitants, chiefly Esthonians. Like Gottland, its Swedish neighbor across the Baltic Sea, it consists of a large limestone plateau, covered with a soil layer which, at places, is very thin. The coasts are bold and steep, with many indentations but few good harbors. To the north and west there are precipitous limestone cliffs. There a few pine trees battle alone with the bleak winter winds from the tundras of the Far North.

The Spirited Horses of Oesel

Yet it is under the cloudy skies and amid the barren rocks of the island that a rich green grass grows, furnishing pasture to the horses of Oesel. Horses of Oesel, like those of the Shetland Islands, are small but are famed for their spirit and endurance.

In addition to stock raising, the natives of both islands conduct a profitable trade with Esthonia in grain, potatoes and fish. Only narrow channels of water separate both islands from the mainland. The chief city of the islands is Arensburg, on the south coast of Oesel. Steamers from Riga, Reval and Leningrad make regular calls here. The bay is shallow and large boats cannot approach the shore because of numerous shifting sandbars, rocks and shoals. Green meadow lands and little islets covered with trees and grass give the bay a pretty setting. Its smooth, sandy beach makes it a favorite summer resort for Esthonians. Bathers do not seem to mind water temperatures that would benumb men and women from regions farther south.

The finest part of the island, however, is the Sworbe Peninsula, a long, handle-like projection to the southwest. The greatest width of this peninsula is 6 miles and it is 16 miles long, with a ridge of hills running throughout its length like a backbone. On the east it is steep and covered with pines. The west slope is very gradual, permitting a region of plantations. Due to the abundant rainfall, good crops of grain and vegetables are obtained for the markets of Reval and Riga.

Where the Gulf of Finland Meets the Baltic

Dagö, with an area of about a third of its larger sister, is less visited and consequently little known. The Island of Harry, to the northeast, is its port of call for the steamers from Hapsal on the mainland.

The islands have long been considered of military importance. Remains of hill fortresses and lofty ring-walls of pagan times can be found along the coast and in many parts of the interior. In 1559 the islands were sold to Denmark, which nation in turn surrendered them to Sweden. They were incorporated with Russia

The average of the maximum daily temperatures in Karachi is 94 degrees. That fact would hardly lead one to suspect that it could be not only the capital, but the summer resort of Sind. Yet sea breezes make it the coolest spot in this driest and hottest region of India. At Hyderabad, Sind, the average maximum temperature is 107 degrees.

Sea Terminus of Great India Rail Line

For about a hundred years Karachi had been a mere fort. Its development into a city did not begin until 1842, when the British took it over from the native rulers. Thus free to develop, it began to grow rapidly. Its commercial importance today can be realized by tracing the great Northwestern Railway, of which it is the sea terminus, back 800 miles to Lahore. Then follow the mighty Indus and its great tributaries as they spread out like a fan over fertile Punjab.

Bulletin No. 4, January 31, 1927.

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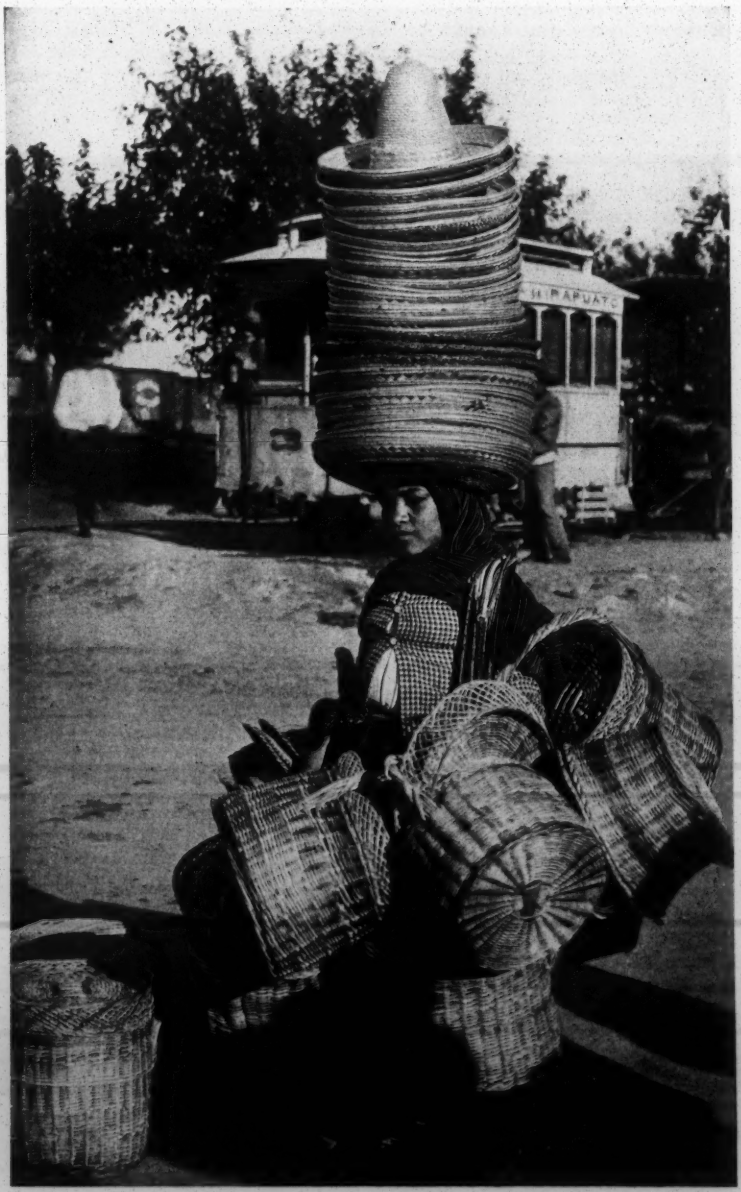
AN OASIS AS THE KARACHI-CAIRO AVIATOR SEES IT

Each group of palm trees surrounds a spring or well. The rectangular inclosures between the two nearer oases are made of palm leaves and scrub and are used for herding camels and goats. This photograph was taken from a height of 4,000 feet.

in 1721 and remained under her dominion until after the World War, when they were returned to the Esthonians.

Bulletin No. 5, January 31, 1927.



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A WALKING WICKER STORE IN MEXICO

The Indian women of Mexico are industrious. Wages are so low that every hand must help to feed a mouth, else many would feel the pangs of famine. Prices of hand-wrought commodities are as low as the scale of wages. Baskets that would cost a dollar here may be bought for a quarter there (see Bulletin No. 3).